PEACE IN ERIE.

The Camp Fires Deserted and the Forces Furloughed.

The Old and New Directors Shake Hands and Embrace Each Other.

The Lines in Working Order and the Employes Attending to Business.

There could not be a greater difference in any railroad office in America than that which was clearly perceptible yesterday from that of the day before at the offices of the Erie Railroad, in Eighth avenue. War had smoothed his grim visaged front and the signs of hostilities that were seen everywhere on Tuesday had all been brushed away by the compromise that had been made in the affairs of the Board of Directors.

When the HERALD reporter called at the Erie office yesterday morning he found that the rooms had been cleanly swept, the desks dusted, and all the rubbish and débris of the warlike armies cleaned out. The clerks had assumed a business-like air, and were no longer lounging about as ornamental statues against the panels of the doors. Mr. Archer, the vice president of the road, who is now the active head and front of the management, was bustling about with his hands full of railroad matters. He stated to the HERALD reporter that "Everything is progressing smoothly. All our men are working. The road has not been interrupted in its running for a moment, and the telegraph wires are all working to every station. There is perfect harmony in the Board of Directors, and that is all I can tell you." Then Mr. Archer moved off to his desk and immersed himself up to his shoulders in papers and statistics. All the clerks were at their desks, attending to their work, and not a cigar stump was visible anywhere.

There was a meeting of the Board of Directors at half-past ten o'clock. Twelve members were present, including General McClellan, Jay Gould and Vice President Archer, who presided in the absence of General Dix. Jay Gould looked pale and careworn, and seemed quite nervous when he sat down to the Board meeting. He informed his fellow directors that he was willing and eager to give the benefit of his experience as a railroad man to the new Board, and that he would work in the harness with good will and harmony. His assurances and professions were accepted ad valorem, and the business of the meeting, which was of a routine nature, was proceeded with.

General McClellan stated that an impression had gone abroad that the road, under its new management, was to be managed in the interest of the Atlantic and Great Western Railway. This, he said, was entirely erroneous, and he added that the Erie Railway would not have any more intimate connection with the Atlantic and Great Western Railway than with any other Western line of railway.

Mr. Archer corroborated General McClellan in his statement, and added that Mr. W. R. Travers would call upon William B. Clarke and make all necessary explanations to that gentleman in regard to the card which he had published.

The HERALD reporter asked Dr. Eldridge how he felt, and the latter, who is a jolly sort of a director, and who owns a sort of a Central Park at Elmira, answered—

"I feel all right, sir, and just tell the HERALD so. I advised Mr. Gould to take the course which he has adopted, and which I think is for the best. The new Board is a great improvement on the old one in character, and everything looks well for us all. Come and see me when you get to Elmira—do."

Henry Sherwood has regained his composure and stated that he was perfectly satisfied with the new move, but that he had felt it his duty to stick by Mr. Gould until the latter had made his decision, when he was free to make his own mind up. He thought the new Board would now work satisfactorily with them. He also assured the reporters that Mr. Drake was quite happy at the result and that he would act as a director in harmony with the new board.

Jay Gould stated to a friend yesterday that the abuse of the newspapers had told on him very much, and that he wished that they would be kind enough to leave him at peace.

Mr. Shearman is the associate counsel with Mr. S. L. M. Barlow in the Erie Board and will remain as before in the building. He wishes it stated in the HERALD that he did not counsel Jay Gould to send police or roughs to break up the meeting of the Board of which General Dix is President, and that he said openly that it was a false move, which would bring trouble. To make the matter more brief it is only necessary to add that the lions and the lambs have laid down together in the Erie fold and peace and plenty is the result.

It is stated on creditable authority that Mr. Gould has given assurances that he has ceased in any way to interfere with the stock of the Narragansett Company owned by Mrs. Lucy D. Fisk, and will not meddle with the matter hereafter, as he is going to be a very good boy in the future.

IN WALL STREET.

There seems now to be another source of misgiving among the various Wall street cliques who have been endeavoring for some time to obtain control of Erie. In the first excited outbreak of exultation at the fall of Gould and the Ring of which he was the chief, all seemed to recognize that a new era of honesty had been inaugurated, and that the road would be run exclusively in the interest of the capitalist who had invested their money in this great American highway. And certainly the high character of many of the names in the new directory precludes the possibility of another carnival of corruption, such as that which held sway under the administration of

THE DEPOSED CHIEFTAIN

and his satellites. But in such an arena the purest and best of men seem exposed to suspicion, and already a startled cry has been set up by the rival cliques that the recent revolution is but a successful carrying out of a scheme to transfer Erie into the hands of Mr. McHenry and the Atlantic and Great Western Railway. A circular was issued last evening, signed by Messrs. Clerk, Manley and Williams, setting forth this view, and urging the Legislature to still pass the "Southmayd bill" in order that a new election of directors may be held in July next.

WHO ARE THE SIGNERS?

Mr. Clerk is the President of the Stock Exchange, and the other names are well known in Wall street. A reporter of the HERALD yesterday called upon Mr. Manley to ascertain, if possible, the facts upon which the foregoing document has been framed and issued. Mr. Manley, however, declined to say anything more than repeat the general statements contained in the paper itself.

"It would be altogether improper for the present," said he, "for me to say anything more than the committee, after meeting last evening, deemed it prudent to publish in the newspapers. That paper was published principally with the view of informing the stockholders of what we thought of their prospects, and so to prevent their being obliged to come to our offices in quest of information."

"But I suppose you will soon adopt some course of action?" asked the reporter.

"Possibly; but as to that I can say nothing. At any time when it is proper for me to give the press any further particulars I shall be pleased to do so."

FOR AND AGAINST.

The friends of the new directors strenuously repudiate the doubting suspicions of the stockholders who are represented by this committee, and claim that under the new administration the just rights of everybody will be respected, and that the road will not be governed with regard to the interests of any particular clique. On the street, however, there is plainly a division of opinion about this matter. The brokers and railroad men are, however, jubilant over the general effects of the downfall of Gould. A few months ago the disclosures of the frauds on the city and the apparent vanity of all efforts to oust the Erie Ring had brought European confidence in nearly all American securities, except those guaranteed by the government, to the lowest ebb, and there was the best possible ground to fear that it would soon be impossible to induce foreign capital to aid in the development of our resources. But the overthrow of

THE TAMMANY RING,

followed so speedily by the downfall of Gould, will, it is claimed, at once restore the credit and the popularity of American stocks on the London Change and the Paris Bourse, and the money centres of the rest of Europe. All houses therefore which are interested in the negotiation of new loans and the sales of stock of all kinds congratulate themselves upon the facility with which they can now set about their task. There are some older heads, however, that claim that credit is a plant of slow growth, and that even though we have thus shown "fruit meet for repentance" it will take years to destroy the influence of the evil days out of which we now congratulate ourselves upon having emerged. But perhaps European capitalists already understand perfectly well that the scandals, now swept away, were but the

ACCIDENTAL SUCCESSES

of villany, which have stained the financial history of every great centre of wealth. In France, for example, there occurred some almost equally shameful frauds within the recollection even of young men—such frauds as those of Mirès and the Pereires. And who has forgotten the wonderful story of the Overend, Gurney failure in England? These were transactions which nearly rivalled, in extent as well as in pecuniary criminality, any of the chapters of Erie. Yet they are now almost forgotten, and Englishmen and Frenchmen are as eager as ever to speculate beneath the standard of chiefs to the full as unscrupulous as those who thus deceived them. The prospect of great gains and high interest will always reconcile capitalists to a certain amount of risk in the security.

THE ERIE STOCKS.

Erie steadily advanced yesterday, but the transactions in it seemed to be scarcely so large in volume as upon either of the two previous days. But of course for many months to come it will be a favorite speculative stock.

TAMMANY.

Progress of the Work of Reorganization—Disinterested Patriots Proffering Their Services.

At Tammany Hall there assembled last evening a crowd somewhat like the crowds which were wont to congregate within those sacred precincts ere the downfall of the late dynasty. Eugene Durnin, looking as hale as could be expected, but not quite as exuberant as formerly, conversed with his old friend, the young ex-Senator Creamer, in one corner of the meeting room; Commissioner Bell and ex-Senator Charles G. Cornell stood for awhile quietly chatting together; Norton and Coman compared notes on the construction of the new Court House, and crowds of the late local leaders congregated in all sorts of picturesque groups discussing the situation. The Committee of Seven, having charge of the details of the reorganization, comprising John Kelly (Chairman), John [illegible] Chanler, E. L. Donnelly, W. C. Connor, M. B. Andrus and Augustus Schell, were early on hand to receive the names of "proper and discreet persons" to act as inspectors for the enrollment of democrats who might desire to fall in under the democratic banner. In accordance with the action of the Tammany Society three persons are to be selected for inspectors in each Assembly district, and for these positions several hundred names were handed to the committee. It was found impossible to make the selections, so it was resolved to refer the collation of the names to Mr. W. C. Connor, as a sub-committee of one. Messrs. Fox and Chanler were appointed a sub-committee on printing and advertising, and Messrs. Andrus and Chanler a sub-committee to prepare rules and regulations for the guidance of inspectors and the management of the enrollment, after which the committee adjourned, to meet at the call of the Chair.

QUICK TRANSIT.

The Twelfth Ward Citizens Protest Against the Viaduct Road Bill and Send a Committee to Albany to Oppose Its Passage—They Want an Underground Tunnel and Nothing Else.

In response to a call signed by several officers of the "Citizens' and Taxpayers' Protective Union," of the Twelfth ward, fifty property owners residing above Ninety-seventh street met at Lincoln Hall, on 125th street, near Third avenue, last evening, to remonstrate against the passage of Wm. A. Whitbeck's Assembly bill to construct an elevated railroad on Fourth avenue, above a certain point, and crossing the Harlem River. Wm. H. Colwell was elected Chairman of the meeting, and Wm. L. Lockwood discharged the duties of Secretary. The President said that to carry out the proposed scheme would be to perpetrate a monstrous outrage upon the citizens of Harlem and impose upon them millions of debt. A sunken track was as essentially required through their portion of the city as that intended from Forty-second to 102d street, and it was just as practicable to thus build it.

Mr. CHAS. H. KITCHELL was then called upon, and in a lengthened address likewise alluded to the bill known as the Viaduct Railway Project. It was a scheme of the Hudson River Railroad Company, and that rich corporation intended it for their own benefit alone, and would doubtless succeed unless earnest and immediate action was taken in the matter. Other speakers followed in like vein, when the subjoined preamble and resolutions were submitted and passed unanimously:—

Whereas the citizens of Harlem have learned that a bill was introduced on the 4th inst. in the Assembly to sink the Fourth avenue railroad tracks and arch it over from Forty-second street to 102d street, and building a viaduct road thence to the Harlem River and cross it over the present iron bridge—apparently pre-arranged for that purpose—said roadway to be of solid masonry of some convenient width to accommodate the railroad interests, and to be arched at street crossings about eighteen feet above the grade, making a wall twenty-five to thirty feet in height and forty feet in width, making a very hideous embargo on all property fronting on Fourth avenue, and practically separating the city into two parts by this "Chinese wall;" therefore be it

Resolved, That we, the citizens and taxpayers of the Twelfth ward, most earnestly and unitedly protest against the passage of any act providing for the construction of a viaduct railroad across Harlem valley as at present contemplated.

Resolved, That the damage to the property along the route of Fourth avenue, and the streets from Third to Fifth avenue by the proposed outrageous act, would be estimated at $10,000,000 at this time and untold millions in the future.

Resolved, That said act is, upon its face and in its spirit, against the interests of Harlem's citizens and also the public at large, as such a roadway would be entirely impracticable for local travel, is dangerous, and, indeed, is transparently not to be of any service for city travel, only as the same is "taken up" or "let down" at the Forty-second street depot.

Resolved, It is the sense of this meeting that the proposition to assess any portion of the expense of such an outrage upon the over-burdened taxpayers of New York is an unmitigated swindle, after destroying the property as mentioned, for the sole benefit of a rich railroad corporation, without one particle of benefit to taxpayers or citizens.

Resolved, That we hereby reiterate our oft expressed views that nothing will meet the demand of quick transit for local travel in the city of New York but a suitably constructed underground railroad from the Battery or the new Post Office, under Broadway, to Fourteenth street, thence, under Fourth avenue, to and under Harlem River; and we ask that no change be made with the Fourth Avenue Railroad until this or some equally feasible plan can be adopted.

The meeting then authorized G. P. Hawes, Charles H. Kitchell, W. H. Dunning, Stephen Roberts and E. H. Brown to proceed to Albany and combat the passage of the bill before the Assembly.

FERRY REFORM.

Indignation Meeting in Williamsburg—Ex-Mayor Kalbfleisch Calls George Law an Infernal Scoundrel.

A large and enthusiastic meeting of citizens was held last evening in Washington Hall, Williamsburg, for the purpose of giving expression to their indignant feelings toward the New York and Brooklyn Ferry Company.

Ex-Mayor Martin Kalbfleisch was called to the chair, and the platform was crowded with prominent and active citizens, among whom were Justices Voorhees and Eames, ex-Judge Fox, Aldermen Taylor, Nolan and Walters, Supervisors Fletcher and Fairchild, General Catlin, Mr. B. Peters, Rev. J. Hyatt Smith, ex-Judge A. H. Dailey, Daniel Manjer, Sigismund Kauffmann and Stephen J. Colohan.

On taking the chair, ex-Mayor Kalbfleisch explained at length the objects of the meeting. He said that they did not meet together so much for the purpose of arraigning the Ferry Company, as to arraign George Law. If George is here, let him appear. (Loud laughter.) Mr. Kalbfleish, in the course of his remarks, called George Law an "infernal scoundrel," and also paid his respects to Messrs. William Wall, Joseph J. O'Donohue, James Murphy, Mr. Layton and other directors of the Ferry Company, and his satirical remarks were received with loud manifestations of approval.

Mr. B. Peters, Sigismund Kauffmann and others also addressed the meeting, and the following resolutions were adopted, denouncing George Law as a monopolist, and also stating that the charges for ferriage were excessively high, being at the rate of nine cents a mile, while the horse car rates were only two cents a mile. The resolution also stated that the ferries are grossly mismanaged and that there were not a large enough number of boats, and that when they did run they ran irregularly. The members of the Legislature from Kings county are thanked for their services, and a Committee of Seven, with power, is appointed to transact business.

THE WESTCHESTER BRIBERY CASE.

Spoiling a Sensation—The Morrisania Justice Trial Postponed Until the June Term of the Court of Oyer and Terminer.

It having been announced that the trial of Henry A. Fullen, a Justice of the Peace at Morrisania, Westchester county, on an indictment charging him with bribery, would come off at White Plains yesterday, the court room of the Oyer and Terminer was thronged, principally by members of the legal fraternity, who had attended from all parts of the county to witness the unusual spectacle. The chairs usually allotted to the reportorial fraternity were in most instances monopolized by petty court officers and other important hangers-on, so that it was with the utmost difficulty that some of the gentlemen connected with the press secured seats at all. Shortly after the Court was opened it became apparent that counsel for the accused were determined that the interests of their client should not be jeopardized by a hasty trial, and, among other reasons, want of time for preparation was strenuously urged by the defence, who asked for a postponement until the April term of Court.

District Attorney Briggs, in reply, informed the Court that he was ready to proceed with the case on the part of the people at once, but if a postponement was granted he would urge that the case be put off until the June term of the Oyer and Terminer, as he had just received intelligence of other matters in connection with the accused which he intended to lay before the Grand Jury to be empanelled for that term.

After a short consultation among the Court the trial was ordered to be set down for the June term. The bail bond of the accused was thereupon renewed, and the promised sensation subsided for a time.

THE COMPTROLLER'S PAYMENTS.

Comptroller Green is rapidly disposing of the claims against the city for labor. The following payments were made yesterday:—

Roll of the lighters in the markets for salaries for months of October, November and December, 1871, $680.

Amount advanced by Messrs. Williams & Tappen, trustees of banks, for wages of laborers on Croton Aqueduct, cleaners public offices, Board of Health, engineers and axemen, Bureau of Sewers, $60,381.

There was also paid the sum of $5,520 to 184 persons for services as inspectors, canvassers, poll clerks, &c., at last election.

Preparations are being made by the Comptroller to pay the laborers on the "big pipes" the wages due to March 1, last, amounting to $17,000.

THE CUSTOM HOUSE INQUIRY.

An Ex-Inspector of Customs Corrects His Former Evidence—About Extra Pay for Night Work—Captain Dunn Contradicting Hillyer—The Date of Leet's Detail.

WASHINGTON, March 13, 1872.

Before the Senate Custom House Investigating Committee to-day

GEORGE B. EATON,

of New York, under oath, submitted a statement in order to contradict the impression made before the Patterson Committee, a year ago, that he ever received or consented to receive from the steamship companies any money in the way of a bribe, for services rendered, contrary to law, or to defraud the revenue. He states that he received

EXTRA PAY FOR NIGHT SERVICE,

he being at that time an inspector of customs. The largest sum he ever received from one company, the National line, was $50 for seventy hours' service, the amounts he received being not lower than $10.

In answer to a question by Senator Bayard witness said such payments were legalized by the Secretary of the Treasury. The fees were sometimes $20, $30 or $40; but under an order which had been subsequently issued the fee was fixed at $10 a night.

Senator Casserly cross-examined the witness at length, referring to his testimony before the Patterson committee, in which he then said—"A carman would present us with a blank envelope; all know who it is from and what it is for." This money that comes in envelopes is over and above the extra night work. The witness now said that the explanation he made at that time was omitted, and he wished to say it was to the effect that the money was received for extra clerical service at night while taking on board coal and cargo.

Senator Pratt also cross-examined the witness, who said that since the order of the Secretary of the Treasury no extra compensation other than the $10 has been received through the Surveyor. The order had been in existence a year and a half before that time. The extra compensation was

A MATTER OF PRIVATE ARRANGEMENT

between the inspector and the vessel. The witness gave as a reason why he came before the committee to correct his testimony was that this was the first opportunity he had of doing so, because when the committee sat in New York he heard a large number of witnesses had been subpœaned and therefore thought he would not have a chance there to present his voluntary testimony. He was in the committee room three entire days and yet did not inquire of any member of the committee or of the Sergeant-at-Arms as to whether he would be heard. He found no difficulty in being examined here.

Senator PRATT asked witness whether he did not introduce himself to him (Mr. Pratt) in New York, saying a brother of the Senator had been educated by the father of witness, and whether witness did not then express a desire to appear before the committee?

Witness replied in the affirmative.

CAPTAIN WILLIAM DUNN

being sworn, testified in relation to General Hillyer's letter, which was presented to the committee yesterday, with reference to the points in General Porter's testimony. The witness said that Colonel Leet was not attached to General Grant's headquarters at Vicksburg until after General Hillyer left, not having been detailed until after the capture of Vicksburg. General Hillyer went to St. Louis after leaving Vicksburg.

On cross-examination by Senator Bayard, Major Moore said that, having seen General Porter, he informed him General Hillyer's statement, as just published, was not true as to Leet's detail. General Porter accompanied him to the door of the committee room, and his object in coming here was to

CONTRADICT GENERAL HILLYER'S STATEMENT,

General Hillyer not being at headquarters when he said he was. Senator Casserly also cross-examined the witness, who said that Hillyer's resignation took effect on the 15th of May, 1863. He said he wanted to be certain of this, and therefore asked General Porter to obtain from the Paymaster General's office the date of Hillyer's last pay, which Porter did. The note from the Paymaster General showing this fact as the date of resignation was read. The witness was a member of Grant's staff until within a week of Grant's leaving Vicksburg. He did not see Leet at headquarters before the 28th of July. He admitted that he (Moore) had been absent several weeks from headquarters on business. The witness did not know who communicated to the committee his wish to be examined. Being at the White House to-day, he said to Porter, who was standing near Babcock, "I see that Hillyer is fighting you; but Hillyer's statement is not true." Porter then asked him whether he would tell the committee what he knew and he answered in the affirmative. He therefore appeared here for that purpose.

The committee adjourned till eleven o'clock tomorrow.

THE FRENCH ARMS INQUIRY.

A Puerile Line of Investigation—The Sufficiency of Small Arms—Colonel Benet Examined.

WASHINGTON, D. C., March 13, 1872.

The Senate Arms Committee to-day examined Colonel Benet. He was interrogated by Senator Schurz. He said in some cases, even after the margin had been put up, sales were not consummated, it appearing that the arms were not of such character as was supposed, or for other reasons. On being asked whether, when it was discovered that Remington & Sons were agents of the French government, that fact was not considered important enough to cancel the arrangement for sale to them, the witness said that was

FOR STATESMEN TO ANSWER;

but the government should be held to its contracts the same as private parties. When an officer was authorized to sell he was so informed, and a letter was also sent to that effect to the party proposing to buy. The matter was considered closed so far as the Ordnance Office was concerned, and then the officer and the other party closed the transaction. He, however, mentioned a case in which Major Crispin did not conclude a contract, and thus saved a large sum of money to the government. He thought the fact would appear that where Colonel Crispin was authorized to sell, but did not do so because he could get higher prices, the matter had no reference to any particular individuals, but was a general authority to sell to anybody.

In reply to a question by Senator Ames, he said there was no apprehension whatever that in case of difficulty there would not be

SMALL ARMS ENOUGH TO ARM THE TROOPS.

According to the official statement, made within two or three week, there were now on hand 355,378 new Springfield rifles, calibre 58, and, with other arms, an army of 450,000 men could be supplied; and, at the end of thirty days, 100,000 breech-loaders could be turned out a month. Besides our own facilities, the private factories could supply large numbers of arms without difficulty. The troops must be got together before they are armed, and they could be armed as soon as mustered. A great many guns were taken home by the soldiers after the late war; he could not estimate the number. In his remarks as to the number of guns on hand, he did not take into the estimate the 30,000 now in the hands of the regular army or the militia.

Mr. AMES asked whether it was the opinion of the witness that General

GRANT, AT THE HEAD OF AN ARMY

thus armed, would be able to resist any force brought against the government?

The witness replied affirmatively, whether to put down another rebellion or to resist foreign invasion. Propositions had come from Germany to sell us 250,000 stand of arms. Our alarm, if any, would come from Europe. Our danger would be from iron-clads, as our forts are not properly armed. The cannon we require are of immense size and calibre, weighing 50,000 pounds, the ten-inch being the smallest. Military men have not the slightest alarm about the deficiency of small arms. Congress had not taken proper action in regard to the fortifications. It ought to make an appropriation of $1,000,000 annually for experiments and purchasing heavy ordnance for the forts.

Senator CARPENTER asked whether we could not supply an army as fast as the men could be got together, organized and put into the field, and would they not be as well armed from the start as the average of men were during the late war?

The witness answered in the affirmative, adding "and much better."

The committee adjourned until to-morrow morning.

OBITUARY.

"Corporal" W. Thompson.

Another of New York's oldest citizens has just passed away in the person of "Corporal" Thompson, as he was familiarly called. Mr. Thompson was born on the 8th of January, 1808, and was consequently in his sixty-fifth year when he died, at Spring Hill Grove, near Yonkers, on Tuesday morning. His name will be readily recognized by the oldest of our citizens as representing the proprietor of the Madison Cottage or "Porter House," which occupied the site now covered by the Fifth Avenue Hotel. For thirteen years he maintained a reputation unsurpassed for the excellent good cheer he provided for his numerous customers and friends, who, whenever in the neighborhood, never failed to pay a visit to the genial and hospitable landlord. Subsequently he became interested in a circus and also the management of menageries. He was one of the old Knickerbockers, and an Odd Fellow of considerable standing. He was also a member of the Masonic brotherhood. During the excitement occasioned by the appearance of English privateers, following the 1812 rebellion, he was on board the Grampus, and was an active officer in assisting to rid the coast of those mercantile pests. He secured the title of "corporal" from his connection with an independent military organization known as the Tompkins Blues, composed of some of the first citizens of New York. Of this title he was almost ludicrously proud, and never failed to entertain his visitors with recitals of his exploits with that body.

ART SALE.

The first night's sale of the Goupil collection was well attended, and a pretty close competition was maintained by the buyers. The prices realized were, however, rather moderate, but such as to protect the sellers from absolute loss. The remainder of the collection will be disposed of to-night, and there will, no doubt, be many chances of obtaining cheap pictures. The following were the prices realized [illegible] by some of the principal paintings:—Lebeau's "Fruit Vendor," $115; Landelle's "Prisoners in Tangiers," $300; Matons's "Ambrose Pare," $105; Schloesser's "The Train is On," $205; Brochart's "Feeding Ducks," $102; "The Pet Dog," by the same artist, $102; Breton's "Village in Moonlight," $200; Huvillier's "Savoyards," $100; Dubufe's "Swiss Maiden," $500; Moulinet's "Convalescent," $265; Brun's "Early Morning in Paris," $425; Levy's "Decorating the Statue," $120; Antigna's companion pictures, "Happiness" and "Affection," $250 each; Roybet's "Female Head," $185; Curzon's "Athens," $115; Libel's "Fountain in Rome," $260; Beranger's "Broken Marriage Vow," $640; Du Chatillon's "Vanity," $250; Weber's "Landscape and Cattle," $245; Michel's "Mother and Child," $245; Delobbe's "Brittany Peasant Girl," $370; Vibert's "Droll Brigand," $147; Wilkie's "Fruit and Wine," $130.

FATHER BURKE ON THE ART ACADEMIES.

NEW YORK, March 12, 1872.

TO THE EDITOR OF THE HERALD:—

SIR—After hearing the Rev. Father Thomas Burke deliver his lecture on "Christian Art," at the New Dominican church, Sixty-sixth street and Lexington avenue, on Sunday evening last, it occurred to me that it would not be a very bad idea for our National Academy of Design to invite the reverend lecturer to deliver a few such discourses at the Academy on the same subject before the students and lovers of art. Yours truly,

AN ART LOVER.

NAVAL ORDERS.

WASHINGTON, March 13, 1872.

The Secretary of the Navy to-day ordered that the United States steamship Iroquois, now at New York, should join the East India squadron without delay, and that vessel will leave for her station via the Suez Canal. The United States steamer Canandaigua, at New York, and the Wyoming, at Hampton Roads, have also been ordered to proceed at once to the West India squadron. The Powhatan and monitor Canonicus, now at Philadelphia, have been ordered to rendezvous at Hampton Roads, and will ultimately strengthen the North Atlantic squadron.

Rear Admiral William Rogers Taylor will relieve Rear Admiral Joseph Lanman in command of the South Atlantic fleet, and officers will shortly be detailed to relieve the officers and crew of the Lancaster, the flagship of that squadron.

The Juniata, now attached to the European squadron, has been ordered home, and will arrive here in June.

THE LATE MR. B. L. MILLARD.

TO THE EDITOR OF THE HERALD:—

Believing in your desire to do justice to all I cannot help thinking your reporter has made a gross error in reporting, in your issue of 11th inst., the habits of Mr. B. L. Millard, the stock broker who died so suddenly in a restaurant on Broadway Friday evening last, as I have known Mr. Millard the past fifteen years, and have never had the slightest reason to think he was a frequenter of "gambling houses." That he has lost large sums of money in stock speculations within a few months I have no doubt. This, with his loss, it seems to me, is quite enough for his family to bear, without having the report go out to the world that he was a "gambler." By giving this an insertion in your valuable paper I feel sure you will not only do an act of justice to him, but do much to lighten the burden of sorrow which his immediate friends are so suddenly called upon to bear.

E. S. FOSTER.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	6 13	Moon sets	eve 11 48
Sun sets	6 06	High water	morn 12 00

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL.

Steamer.	Sails.	Destination.	Office.
City of Bristol	Mar 14	Liverpool	15 Broadway.
City of New York	Mar 16	Liverpool	15 Broadway.
Hermann	Mar 16	Bremen	2 Bowling Green
Australia	Mar 16	Glasgow	7 Bowling Green
Wyoming	Mar 20	Liverpool	29 Broadway.
City of Limerick	Mar 21	Liverpool	15 Broadway.
C of Washington	Mar 23	Liverpool	15 Broadway.
Europa	Mar 23	Glasgow	7 Bowling Green
Ville de Paris	Mar 23	Havre	58 Broadway.
Minnesota	Mar 27	Liverpool	29 Broadway.
Atlantic	Mar 30	Liverpool	19 Broadway.
Idaho	Apl 3	Liverpool	29 Broadway.
Baltic	Apl 6	Liverpool	19 Broadway.
Pereire	Apl 6	Havre	58 Broadway.

PORT OF NEW YORK, MARCH 13, 1872.

CLEARED.

Steamship City of Antwerp (Br), Eynon, Liverpool—J G Dale.
Steamship Westphalia (NG), Schwensen, Hamburg—Kunhardt & Co.
Steamship Cleopatra, Phillips, Havana—F Alexandre & Sons.
Steamship Gen Sedgwick, Ellis, New Orleans—C H Mallory & Co.
Steamship Volunteer, Bloodgood, Philadelphia—Lorillard Steamship Co.
Steamship Alliance, Shute, Salem—Murray, Ferris & co.
Bark Punjaub (Br), Rosewarn, Liverpool—S Thompson's Nephew & Co.
Bark Kosmos (NG), Meyer, Bremen—Fred Schwoon.
Bark Chief, Harding, Trieste—Vernon H Brown & Co.
Brig Argo (Nor), Lvdersen, Cork for orders—Tetens & Bockmann.
Brig Aecila Thurlow, White, Nuevitas—Brett, Son & Co.
Brig Wolfville (Br), Cook, Liverpool, NS—D R De Wolf & Co.
Brig L Warren, Gott, Galveston—E M Stackpole.
Schr Carrie Douglass (Br), Ludlow, Port au Prince—Brett, Son & Co.
Schr Alvira, Pancoast, Petersburg, Va—Overton & Hawkins.
Schr Ida Grant, Coudrick, Tom's River, NJ—Naylor & Co.
Schr Pathfinder, Cushing, Gloucester—R J Godwin & Son.
Schr O C Allen, Bunker, Stamford.
Schr Geo Washington, Peck, Stamford.
Sloop N Jarvis, Manance, New Haven.
Steamer Delaware, Crocker, New Haven.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

U S steamer Guerriere, Creighton, Norfolk.
Steamship Wyoming (Br), Whineray, Liverpool Feb 28, and Queenstown 29th, with mdse and passengers, to Williams & Guion. March 11, lat 40 10, lon 64 60, passed steamship France, hence for Liverpool.
Steamship Italy (Br), Thomson, Liverpool Feb 28 and Queenstown 29th, with mdse and 741 passengers, to F W J Hurst. Experienced heavy head gales and seas throughout. March 1, lat 50, lon 11, passed ship Constantine, from London for New York.
Steamship San Francisco, Reynolds, Hamilton, Bermuda, with mdse and passengers, to W H Webb. Experienced very heavy gales the entire passage. March 11, lat 36 54, lon 68 54, spoke schr Otnello, from Cardenas for Philadelphia, 25 days out, with sails gone, and repairing same; furnished them with provisions.
Steamship City of Galveston, Rowland, New Orleans March 6, with mdse and passengers, to C H Mallory & Co. Had fresh NE gales the entire passage.
Steamship San Salvador, Nickerson, Savannah March 9, with mdse and passengers, to Ira S Garrison.
Steamship Manhattan, Woodhull, Charleston March 9, with mdse and passengers, to H R Morgan & Co.
Steamship Albemarle, Walker, Richmond, City Point and Norfolk, with mdse and assengers to the Old Dominion Co.
Steamship R C Knight, Johnson, Georgetown, DC, with mdse and passengers, to G B Merrick.
Ship Strathearn (Br), Jarman, Liverpool 46 days, with mdse to Henderson Bros. Took the northern passage, and had strong westerly gales; was 22 days west of the Banks and 11 days west of Nantucket, with constant gales and extremely cold weather, icing the vessel up badly; in lat 47, lon 47, passed a large iceberg; experienced one gale lasting from the 8th to 12th inst, during which shifted cargo.
Bark Golden Fleece (Br), Rhodes, Martinique 29 days, with sugar, &c, to H Trowbridge's Sons. Feb 29 took a gale from SW, shifting to NE; a sea boarded us which unshipped the steering gear and sprung rudder head; March 2, took another gale from ESE, lasting about six hours and suddenly shifted to NW, and blew a perfect hurricane for 20 hours, in which lost and split sails, stove bulwarks, and sprung mainmast head and main yard, carrying away the back stays, most of the lanyards, fore and aft, and stove skylight; lat 33 15, lon 69 20, passed a wreck on her beam ends, with a part of one mast standing, could not make out the rig of her.
Bark Augustina (Br), Cote, Matanzas seventeen days, with sugar to Simon de Visser, vessel to Thomas Winnett, had moderate weather to Hatteras; from thence, eleven days, with heavy northwest and northeast gales; March 2 had a hurricane from northwest lasting for six hours, in which lost and split sails.
Brig Hiram Abiff (of Wiscasset), Tibbitts, Alligator River, Ja, 24 days, with coffee, &c, to A B Solomon; vessel to Miller & Houghton. Had heavy NW and NE gales the entire passage; was 6 days north of Hatteras. March 8, George E Thurston, steward, a native of Bootbay, aged 30 years, died of fever, and was buried at sea.
Brig George Burnham (of Portland), Staples, Cardenas 12 days, with molasses to Moses Taylor & Co; vessel to master. Was 16 days north of Hatteras, with heavy northerly gales; shifted cargo, split sails and stove outwales; in the north edge of the Gulf passed a large quantity of wrecked stuff, consisting of lumber, &c.
Brig Clara Jenkins (of Bangor), Coombs, Calbarien, 23 days, with sugar to Danforth, Knowlton & Co—vessel to Miller & Houghton. Has been 17 days north of Hatteras with heavy NE and NW gales; March 2, had a heavy gale from NE, in which lost jibboom, with everything attached; March 4, lat 37, lon 74 20, spoke bark India (Russ), from Rotterdam for New York, 90 days out and short of provisions, and supplied her.
Schr Grace Webster (of Portland), Hume, Cardenas 23 days, with sugar to Drexel, Morgan & Co; vessel to Miller & Houghton. Had moderate weather up to Hatteras; from thence 16 days, with heavy NE and NW gales; split sails, &c.
Schr O M Merrill (of Boothbay), Reed, Baracoa 16 days, with fruit to J & T Pearsall; vessel to B J Wenberg. Had heavy weather; was 5 days north of Hatteras.
Schr Laura A Webb (of Deer Isle, Me), Hatch, Baracoa 19 days, with fruit to W B Douglass; vessel to B J Wenberg. Had strong NE and NW gales the entire passage.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Genoa, Walden, Boston for New York, with mdse, to H F Dimock.
Steamer Doris, Young, Providence for New York, with mdse and passengers, to Isaac Odell.

BOUND EAST.

Steamship Alliance, Shute, New York for Salem.
Schr Sarah Furves, Lyttle, Hoboken for Cold Spring.
Schr Casco Lodge, Pearce, Hoboken for Somerset.
Schr Terapin, Wooster, New York for Salem.
Schr Mary Louisa, Crowell, New York for Providence.
Schr Fisher, Cairns, Baltimore for Plymouth.
Schr Samuel Castner, Lake, Philadelphia for Providence.
Schr Seguin, Davis, Hoboken for Portland.
Schr Percy, Caldwell, Hoboken for Providence.
Schr Henry Croskey, Rackett, Hoboken for Portland.
Schr Chas E Smith, Hanson, Hoboken for Portland.
Schr Alida, Knowles, Hoboken for Providence. (All the above are icebound off Hammond's.

BELOW.

Brig Aroostook, Bryant, from Trinidad Feb 15 (by pilot boat Jas G Bennett, No 6).
Brig P M Tinker, from Manzanilla (by pilot boat Jas G Bennett, No 9).

SAILED.

[illegible] ships Nevada, for Liverpool; China, do; Cleopatra, [illegible] New Orleans; Volunteer, Philadelphia.
Steamship Gen Sedgwick, New Orleans; Havana; Gen [illegible] phia.
Wind at sunset S, light.

Marine Disasters.

SHIP DENMARK (Br), Ingham, on her voyage from Rio Janeiro to St John, NB, was abandoned at sea in lat 39 N, lon 69 40 W, with 15 feet of water in her hold. The captain and all the crew arrived at Bermuda in ship's boats March 6. (The Denmark was formerly the well known large ship Great Republic, which was built at Boston in 1853.) See news columns.

BARK GAETANO (Ital), from Boston for Cadiz, with a cargo of staves, went ashore in a snow storm about five miles north of Chatham Light, Cape Cod, on Tuesday and became a total wreck. The cargo is strewn along the beach. All hands were saved except one seaman named Peter Antonio, who was lost. Captain Carson and most of the crew were badly frozen.

SCHR ALEXANDER MILLIKEN (of Ellsworth, Me), from New York for Boston, with staves, went ashore at Nauset in the same storm. Two of the crew were drowned, and the rest were landed at Eastham.

SCHR ADELIA KELLY (of Warwick, Mass), from Baltimore for Plymouth, is ashore near South Wellfleet. All hands were lost except one man. The vessel is high upon the beach.

BARK WARREN ORDWAY (of Newburyport), Crosbie, left Boston on the 24th ult, with ice in lower hold and general cargo between decks, bound to Havana. From the 24th ult to the 2d inst had a succession of gales of wind, with very high sea running and heavy rain squalls, and in the early part of the voyage snow squalls also; shipped several seas, which carried away water casks, stove bulwarks, smashed the boats, started the seams along the waterway, broke in and washed away the forehatch, with tarpaulins, &c, the ship laboring very heavily during the greater part of the time. On the 2d inst, at 5 PM, it was blowing a gale, and as the vessel shipped much water it was deemed best to heave her to; at 8 PM carried away the mainstay, and, after much difficulty, succeeded in getting in the broken stay, with the sail; at 10 PM a heavy sea struck the vessel and carried away the booby hatch of the after hatch, burst the waterway open, and stove large hole in the bulwarks of the poop, into which the water rushed rapidly, and the